THE ALTON HAS NO RIGHTS

Ruling by Mr. Finley That May Disrupt the Western Passenger Association.

C. & A.'s Application to Protect Its Traffic by Making Lower Rates Refused-The Boycotted Road Will Now Do as It Pleases.

The crash has come at last. There can scarcely be a doubt that the disruption of the Western Passenger Association is at hand as the result of the controversy between Chairman Finley and the Chicago & Alton railroad. The latter, on June 20, made application for authority to establish a rate of \$6 from Chicago to St. Louis, \$10 from Chicago to Kansas City, and \$25 from Chicago to Denver, allegations being made of irregular practice on the part of its competitors with respect to mileage and other forms of transportation, rendering necessary the proposed rates for the protection of its traffic. Chairman Finley gave out a ruling yesterday that was a surprise to everybody, inasmuch as it declared substantially that the Alton, by its past conduct, had forfeited all right to protection under the agreement. Following is the text of the essential portion of the decision

In the framing of the agreement it was pro-vided that the chairman shall have authority to construe the articles of the association and all rules and regulations that may be adopted, his cept as otherwise provided in the agreement, and further provision was made that all rulings and decisions of the chairman shall stand until reversed by a two-thirds vote of the association, or by arbitration. In the event of any contravential tion of any requirement of the agreement penal-ties were provided, and a vital obligation was imposed upon members to pay such penalties after they shall have been properly confirmed. Under the duty imposed upon us to construct he agreement it is held that the notice as to the failure of any member to pay such penalties is in effect an announcement of the abandonment by that member of the essential obligations assumed by it upon becoming a party to the agreement. Having given notice to the parties to the agreement of such abandonment by applicant of its essential obligations under the agreement in its refusal to pay the penalties assessed against it in the decision rendered in the matter of complaints with respect to rates from Kansas City to St. Louis and from St. Louis to Chicago, it becomes the duty of the chairman to hold that the applicant, by reason of such abaudonment, is not en-titled to have the agreement administered in its favor, and it is therefore not necessary to pass upon the merits of the application.

Many railroad men are of the opinion that Chairman Finley has exceeded his authority in giving the above decision. They hold that his business is to interpret the agreement, and that since the Alton is still regarded as a member of the association its application should have been passed upon without reference to anything that had gone before. They say the chairman has no power to read a road out of the association, and that so far as the Alton's refusal to pay penalties is concerned the chairman to pay penalties is concerned the chairman did his whole duty when he informed the other members of that fact. The Alton, however, accepts Mr. Finley's decision as final, and will proceed to act independently of the Western Passenger Association. Legal notice will be given to-morrow of its intention to reduce rates between Chicago and Denver from \$30.65 to \$25, between Chicago and Kansas City from \$12.50 to \$10, and between Chicago and St. Louis from \$7.50 to \$6. \$7.50 to \$6. The issue has now been clearly defined, and, so far as the Chicago & Alton is concerned, it is war to the knife.

Quite a sensation was also caused by the announcement of the Chicago, Burlington & Quincy road that it will immediately resume the payment of passenger commissions in Eastern territory. The reason given is that it has not received the pro-tection that was guaranteed it by the board of rulings.

Cost of Transportation.

The recent hearing of the Interstate-commerce Commission at Kansas City has led to a general discussion among railroad men to the actual cost of transporting freights, and it has developed that it is a very difficult question to answer. C. A. Parker, traffic manager of the Missouri Pacific road, was asked by the commission if he did not consider that freight which brought 8 mills per ton per mile was profitable freight, it having been stated by a previous witness (J. A. Middleton, of the Frisco) that 5 mills per ton per mile was what it cost to haul freight according to his belief. Mr. Parker declined to say that he thought that 8 mills per mile was a profitable rate. "I do not believe," said he, "that you can tell how much it does cost to haul a ton of freight a mile. I have a the-ory that a railroad cannot afford to haul any freight that brings it less than 1 cent per ton per mile." Mr. Parker's answer in this case agrees with the views of a large per cent. of experienced freight men. Some years ago Mr. Chappell, of the Chicago & Alton, made an effort to ascertain the point of profit in freight tariffs, but gave it up on the ground that it was impossible to know what the cost of handling freight was in advance. He found that he could compute pretty well how much it would cost to carry the traffic of the rord the year, or the month before, but that the conditions varied so that it could not be told how much it would cost to carry any par-ticular freight still to be moved. Destruction of freight by accident, cost of maintaining road-beds and other items of that kind which enter largely into the cost of transportation, vary so from year to year that they upset any attempts to settle the

Decision in a Damage Suit. The Appellate Court, at Chicago, yesterday rendered a decision of interest to railway companies. It overruled the lower court in taking from the jury the case of Isaac B. Hann, administrator of H. S. Hall. and directing a verdict in favor of the Grand Trunk Railway Company. Hall was one of the twenty persons killed in an accident ou defendant's road, near Hamilton. Ont., and there are some dozen suits now pending in the State courts depending on the questions involved in the present case. The lower court held that the action could not be maintained under the laws of Illinois because the accident happened in Can-ada, and the Canadian law differed from that of this State so materially that to enforce it would be a violation of our own State policy. "Under the Canadian law the jury is to designate to whom the damages should be paid. This is a difference only in a detail of the remedying," says the higher court, "and this can be carried out without any change in the machinery of our laws. In other respect the laws are the same, and rights acquired under both laws will always in comity be enforced, if not against public policy."

Pullman's Suit Against the St. Paul. Concerning the suit brought by the Pullman Palace-car Company against the Chicago, Milwaukee & St. Paul road to recover the amount of its interest in the sleeping cars used by the latter company, President Roswell Miller, of the St. Paul, said yesterday: "The Pullman company was owner of one-fourth interest in forty-five cars used by our company. We owned a threefourths interest. Our contract gave us the right to buy their one-fourth interest when the contract terminated at a valuation to be agreed upon or arbitrated. In endeavoring to agree upon the valuation a controversy arose as to certain items and as to certain amounts which were claimed to be due us under contract for erroneous charges made by the Pullman company during the life of the contract. We shall be giad to have the matter settled by an impartial court. If the Pullman company's one-fourth interest in our cars was worth \$700,000, as alleged, it was high time for us to begin operating them ourselves."

Personal, Local and General Notes. The Chattanooga Southern road, from-Chattanooga to Gadsden, seventy-two miles, was opened for business Monday. Chattanooga roads are connected by a belt road similar to that of Indianapolis. and it is proving a very profitable investment for its owners.

The Pennsylvania Company has estab-lished an agency at Eagle Lake and a telegraph-office, appointing C. A. Robbins as

agent and operator.

which was entered into for five years, and indications now are that the agreement will become a dead letter.

M. E. Ingalls, precident, and Oscar Murray, traffic manager of the Big Four lines, were in New York yesterday, in conference with the Vanderbilt people.

The executive committee of the Western Passenger Association will meet, to-day, in Chicago, to see what can be done to check the abuse of mileage books on Western

The passenger earnings of the Cincinnati, Hamilton & Dayton lines, the first six months of this year, it is stated, will show an increase of between \$87,000 and \$90,000 over the first half of 1890.

Notice from the authorities of the Chicago & Grand Trunk, withdrawing from the boycott of the Chicago & Alton road, it is stated, has been written and will be sent out, probably in a day or two. The car-service associations are having trouble in Ohio over collecting demurrage bills. The coal and iron men are very in-

dependent about the matter, and considerable litigation is likely to result. For some days past it has been simply a question of sleeping-car capacity on east-bound trains over the Pennsylvania and Big Four lines. There is not a day that either road can furnish all the berths asked

L. Bowlus, agent of the Big Four lines at Bowlusville, O., last week obtained a few days' leave of absence and went to Toledo to visit friends. While there he had a bilious attack, which ended in death Tues-

day night. M. M. Landis, general Western agent of the Nickel-plate, who has been ill for sev-eral weeks, and who, last week, was thought to be improving, has been worse the last day or two, and the prospects of his recovery are less favorable.

The passenger officials of the Big Four are inclined to be boastful. While the freight earnings have shown a sharp falling off the last six weeks, the passenger earnings have been running ahead of 1890.

Traffic Manager Murray may yet think the passenger business is not secondary in

yielding revenue. Chairman Blanchard, of the Central Traffic Association, is expected home from New York to-day. He tells the Eastern trunk line people that the boycott is gaining in strength asily and that the Chicago & Alton must feel it. Meantime, a number ing in strength daily and that the Chicago & Alton must feel it. Meantime, a number of Eastern lines are selling tickets reading over the Chicago & Alton, and its earnings are the largest in the history of the road's tory.

William F. Oley has filed a complaint in the Superiar Court for \$5,000 damages, for the loss of a hand, against Thomas Madden's factory. passenger business.

At the conference of the train and enginemen with the general manager and superintendent of the Cincinnati. Wabash & Michigan railroad, at Elkhart yesterday, on the question of equalizing wages with the rate paid on the Big Four, it was decided to deferaction for one week, in order that General Manager Ramsey may have an opportunity to conter with the manage-

ment of the Big Four. An effort is being made to operate the second-class immigrant sleeping cars on the same plan asfirst-class sleeping cars as regards carrying parties, allowing a party of fifteen to have exclusive use of one car. Heretofore every one has been obliged to take his or her chance of securing a berth in the immigrant cars, which, on such roads as the Northern Pacific, are fully as comfortable as a Pullman, especially in

A circular will be issued to-day appointing A. G. Wells superintendent of the Indianapolis division of the Big Four lines, exanapolis division of the Big Four lines, ex-tending from Indianapolis to Galion, and appointing J. Q. Van Winkle superintend-ent of terminals at Indianapolis. In addi-tion to his duties as superintendent of the St. Louis division, he has been looking after the Indianapolis terminals and those at St. Louis without title or increased pay;

The disturbed relations which have existed, if reports are true, in the passenger department of the Big Four were adjusted before President Ingalls left for Europe, by the appointment of D. B. Martin general ticket and passenger agent, and John Egan, who has held the position since the Big Four was reorganized, is to be superintendent of train collectors and the diningcar service, in which direction there is to soon be increased service.

C. F. Rhodes, trainmaster of the Cincinnati division of the Big Four, after canvassing the matter, has decided not to accept the position of superintendent of the Peoria & Eastern road, and to-day a circular will be sent out announcing that A. H. Palmerton, trainmaster the last year of the Peoria & Eastern, will be promoted to the position of superintendent. It was a surprise, in the first place, that General Manager Barnard overlooked Mr. Palmer-

The decision which settled a question which has been in dispute for some years as to ownership of certain portions of the Chicago & Eastern Illinois road, which relieves the road of a claim against it for a half million dollars, is a very fortunate one for the company just at this time, so much money is it putting into improvements. As the decision was rendered by Justice Harlan and was unanimous, it is not likely that an appeal to the Supreme Court would be of any avail.

Charles Neilson, general superintendent of the Cincinnati, Hamilton & Dayton lines, and C. H. Cory, superintendent of motive power, were in the city yesterday, and made arrangements to increase the force at the C., H. & I. shops in the eastern part of the city. They also made a contract with A. R. McAlpine, superintendent of the Western Car Company, which now uses part of the buildings formerly the Indianapolis car-works, to repair a couple of hun-dred of the C., H. & D.'s crippled cars.

Thomas Moore, chairman and manager of the Indianapolis Freight Bureau, has tendered his resignation, to take effect as soon as his successor is appointed. In the few months which the bureau has been in operation it has been under charge of Mr. Moore, and from the beginning it has been tedious work to get matters moving smoothly, so great was the opposition to it on the part of the railroads. But matters are now in such shape that good is likely to come out of its workings.

John G. Williams, general manager of the Vandalia lines, was in the city yesterday. He says the Vandalia, through the so-called dull times, has been doing a good business and showing better results the first six months of this year than in 1890, and the coming six months the earnings will doubtless be far in excess of any former year if rates are maintained. The St. Joseph division is far ahead of expectations in its volume of traffic, and the new fast passenger trains are popular with the traveling

The Cincinnati, Hamilton & Dayton has adopted a new method of numbering its engines. The small passenger engines are numbered 1 to 49; switch engines, 50 to 99; large switching engines, American type, 17 by 24-inch cylinders, 100 to 149; moguls, 17 by 24, 150 to 199; American type, 200 to 249; moguls, 18 by 24-inch cylinders, 250 to 299; 19 by 24, American type, 300 to 349; moguls, 19 by 24, 350 to 399; 20 by 24-inch cylinders, mogul engines, American type, 400 to 449; other moguls, 450 to 499; consolidated engines, 500 to 549.

Following is a statement of the business of all lines of the Pennsylvania Railroad Company: All lines east of Pittsburg and Erie, for May, 1891, as compared with the same month in 1890, show a decrease in gross earnings of \$317,781, a decrease in expenses of \$153,216, and a decrease in net earnings of \$164,565. All lines west of Pittsburg and Erie, for May, 1891, as compared with the same month in 1890, show a decrease in gross earnings of \$311,854, a decrease in expenses of \$320,196, and an increase in net earnings of \$8.842.

Advices received by the intercontinental

railroad commission from Chief Engineer

Shunk show that the two civilian surveying parties are now well advanced in the work of surveying the country in the vicinity of Quito, Ecuador, for the proposed railroad between North and South America.

The two parties left Quito May 25, one working south and the other going north. The members of the surveying party have been afforded every possible facility in the way of promoting their work by the government officials of Ecuador, who are enthusiastic in their expressions of interest in the undertaking. A member of the party died while on the march from Guayamquit. The board of rulings of the Trunk-line Association was in deep deliberations at New York yesterday over figures and arguments in the matter of east-bound passenger rates from Chicago, St. Louis and other points West to the East. The point at issue is the readjustment of differentials. The board did not accomplish much and it is not likely that it will arrive at a decision in the matter until Saturday or Monday next. F. P. McDonald, of Chicago, said

Nothing of special importance was transacted and the meeting adjourned to meet at the call of Chairman Goddard.

A strong pressure is being brought to bear on the Louisville, New Albany & Chicago road to restore their morning train north out of Indianapolis and run it through to Chicago. It is unfortunate for the road that just at the time when it had an opportunity to secure the Lake Maxinkuckee business it should make such a mistake as taking off the morning train, which connected with the Vandalia at Frankfort. The demand for season tickets over this route was ample evidence that the opportunity had come for the Monon to make itself the direct and popular line to Lake Maxinkuckee. The Monon is the only road out of here which attempts to do business without a morning train out of this city.

CULLINGS FROM THE COURTS.

Prayer of the Complaint in the Gerrymander Case Struck Out.

Judge Brown yesterday sustained the motion of the defense in the legislative apportionment case, to strike out the prayer of the complaint for injunction against Secretary of State Matthews and printer Burford to restrain them from publishing the act on account of Monroe and Gibson counties having been interlined in an enrolled copy after the Legislature adjourned. The Judge said that the law had been already printed, distributed and proclaimed, and the court had no power to issue an injunction against defendants. A bill of exceptions will be filed and the case taken to the Supreme Court.

Notes from the Dockets. George W. Stanley yesterday qualified as guardian of Flora P. Stanley and Clarence Stanley, minors, with a bond of \$2,700.

The replevin suits of Ludwig, the Evansville merchant, against United States Marshal Dunlap, were submitted to Judge Woods yesterday. The federal grand jury examined forty

witnesses yesterday, but did not complete its work, as had been expected. It will get through to-day. Matthew Tobin, a saloon-keeper of Anderson, pleaded guilty in the federal court yesterday to violating the internal revenue

law, and was fined \$10 with costs.

The Court Record.

262. 1. D. & W. Railway Company et al. vs. John D. Crockett. Putnam C. C. Affirmed. Black, J.—The appelles procured an order from the court below that appellant's agent pay over daily a certain amount of money to the clerk of the court on appellee's judgment until it was satisfied. The trustees of the company applied for a rehearing of the order, to which they were not parties, but to which the agent was a party. The application was properly denied. The statutory provision (396 R. S.) furnishes a mode to relieve a party from a

judgment taken against him.

154. O., I. & W. Railway Company vs.
William S. Heady. Boone C. C. Reversed.
New, C. J.—A railroad company cannot
lawfully erect a fence where there is an established street intersecting and crossing another street which the public has a right to use, and the want of such fence cannot be held the cause of an injury to animals.

211. George McFarland vs. Louis C. Lillard. Miami C. C. Affirmed. Reinhard.

J.—1. The undertaking of an agent to sell real estate is no more than an engagement to find a purchaser who is ready and willing to buy. 2. A broker may recover for services though the contract be in part void

under the statute of frauds. 249. Mary A. Scarry vs. Horace T. Bennett. Marion S. C. Affirmed. Crumpacker, J.—A chattel mortgage which is not recorded within ten days after its execution is wholly void as against a third person claiming an interest in the mortgaged property although he knew, in fact, of the existence of the mortgage at the time he acquired his interest. 2. Where a third party had by written authority taken goods to secure the payment of his debt, and took them for no other purpose, he was a pledger againt whom the mortgage was void.

157. Mary C. Lloyd vs. Waldo T. Davis. Marion S. C. Affirmed. Robinson, J.—Appellant, sold real estate to appelled and

pellant sold real estate to appellee, and afterwards conveyed it to another person. A right of action accrued to appellee to recover the money paid on the contract, considering the set-off allowed appellant by way of commissions paid, etc. She has no just cause of complaint.

96. Pennsylvania Company vs. Henry F. Clark et al. Allen C. C. Rehearing denied.

—A railroad company is bound to transport property within a reasonable time, but it cannot be said as a matter of law that this means that the shipment must be made on the first train leaving after the property has been delivered for transportation. 55. Otto H. Hasselman vs. Japanese De-

velopment Company. Marion S. C. Re-hearing denied. Crumpacker, J.—The man-date is modified with instructions to grant 94. George E. Springer vs. George Femer Hamilton C. C. Remanded to Su preme Court. Crumpacker, J .- Action to foreclose a mechanic's lien for \$50. This

court has no jurisdiction.

224. Squire Jacobs vs. Nancy O. Ballenger. Boone C. C. Remanded to Supreme Court. Crumpacker, J.—Action to recover judgment on a note and foreclose a mortgage on real estate, the amount involved being \$97.44. It is not an action for the recovery of money only within the meaning of the act creating this court.
179. Theda Keda et al. vs. William Kramer et al. Clinton C. C. Remanded to Supreme Court. Crumpacker, J .- Action on a note and to foreclose a mortgage on real estate. This court has no jurisdiction. 274. T., St. L. & K. C. R. R. Co. vs. John M. Stephenson, Trustee. Montgomery C. C. Remanded to Supreme Court. Crum-

packer, J.—The constitutionality of a stat-ute is involved and this court has no juris-23. J. William Eschenburg vs. Board of Commissioners. Lake C. C. Transferred to Supreme Court per curiam. The validity of Section 892, R. S., is involved, and this court has no jurisdiction. 371. Joseph L. Cresswell et al. vs. Jacob C. White. Howard C. C. Motion to dis-

miss overruled. SUPERIOR COURT. Rccm 1-Hon. Napoleon B. Taylor, Judge. John B. Tuck vs. Cleveland, Cincinnate Chicago & St. St. Louis Railway Company; damages. Dismissed. Erastus B. Brunson vs. Wm. Harebott; note. Under advisement.

Indianapolis Brewing Company vs. Frank Hoffman; account. Dismissed.
Bessie Miller vs. Ernsley Miller; divorce. Decree granted plaintiff. Room 2-Hon, James W. Harper, Judge. The Prudential Depositing, Saving and Loan Association et al. vs. Armina J. Yates

et al.; forsclosure. Judgment for plaintiff ior \$959.70. Murray & Holloway vs. Armina J. Yates et al. Judgment for plaintiff for \$231. John W. Schmidt vs. Frank Hoffman et al.: dismissed. Plaintiff's costs paid.

Room 3-Hon. Lewis C. Walker. Judge. Felix Dietch vs. Wm. J. Wheatley et al.; note. Judgment for \$100.32. Indianapolis Brewing Company vs. Conrad Bossent et al.; note. Judgment for

Frederick W. Schwing vs. Sarah J Schwing; divorce. Dismissed at plaintiff's Sarah J. Patten vs. Seymonr L. Patten: divorce. Dismissed at defendant's cost. Charles A. Beidenmeister vs. David Craig

et al.; to quiet title. Trial by the court.

New Suits Filed. William F. Oley vs. Thomas Madden; damages. Demand, \$5,000. Alice L. Musser vs. William A. Musser; divorce. Cruelty. Nancy A. Hilyer vs. John E. Hilyer; divorce. Abandonment. Leonie Withelm vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Company; damages. Demand, \$75. Appeal from Feibleman, J. P.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. James T. Eaglesfield et al. vs. John A Wilson et al.; mechanic's lien. Finding

for plaintiffs. Judgment vs. detendant for State ex rel. Harry S. New et al. vs. Claude Matthews, Secretary of State, et al .: minnetion. Motion of defendants to strike out parts of each paragraph of complaint sustained.

Entitled to the Best.

All are entitled to the best that their have, at once, a bottle of the best family There is trouble in Chicago over the agreement between the roads as regards selling tickets in hotel offices. Two of the Chicago roads have violated the agreement lake and rail rates from New England west.

There is trouble in Chicago over the such that a great deal of the best family secret service, thinks that a great deal of remedy, Syrup of Figs, to cleanse the system when costive or bilious. For sale in city recently was manufactured by these lake and rail rates from New England west.

There is trouble in Chicago over the such that a great deal of remedy, Syrup of Figs, to cleanse the system when costive or bilious. For sale in city recently was manufactured by these lake and rail rates from New England west.

THE DEALS SULLIVAN MADE

He Finds He Cannot Move Along Charter Reforms Without the Help of the Gang.

His Newspapers to Beguile the Good While Wicked Mr. Holt and the Sly Mr. Coy Will Kun the Campaign.

The Democratic city central committee is to meet some time this week to perform the perfunctory duty of fixing a date for the still more perfunctory convention. It is already understood that Thomas L. Sullivan will be the nominee for Mayor on and after June 30. Directly after his election in 1889 he was coddled by a superfine body of Democrate parading as reformers and a few independents who are every day congratulating themselves that they are not like other politicians. Each of these two classes of exalted political virtue has an organ, both daily, and it has been nip and tuck with them as to which owned the city administration. One day the meek and lowly Mr. Sullivan would submissively put on the independent collar and the next would humbly wear that of the truly good Democracy, which was and is working him to steal the city in the interest of individuals. While the Mayor was devoting his intellect and schemes in meeting the demands of political purity and individual selfishness, the gang who give the Democrats of Indianapolis and Marion county their majority were swearing. There was an outlook for too much reform, and they had nothing on which to base expectation of reward but the promise it would be all right. Then along came the charter, and as that was packed with reforms the boys saw nothing ahead of them but unfulfilled pledges and rebellion. Mr. Sullivan's boards of Public Works

and Safety were hardly put in place before the leaders of the gang began to assert themselves. There were grumblings and growlings from one Democratic quarter to another, and Mayor Sullivan began to quake. Sterling R. Holt, president of the Board of Public Safety, was talked of as Mr. Holt had, a few months before, come from a successful campaign as chairman of the Democratic county committee; a campaign in which dollars squeezed out of corporations for campaign purposes were plen-tiful. Holt had the distributing of the dollars through the committee's agents, and the boys gathered about him with a wish to give him anything he wanted. He wanted to be Mayor, but in the exigencies of a reform municipal administration he agreed to chan his ambition until Sullivan had another chance at the office which he fills. There was, though, a stipulation in this that Sullivan should not forget the needs of the gang, and they are tremendous. The traly good Sullivan, with two organs, both daily, is therefore as much the gang's candidate for Mayor as he is the Pharisaical independents' and the abundantly virtuous Democrats'. The agreement for the campaign is that Phariseeism and virtue will do the blowing, Sterling Holt will work the police and the gang will do the voting —that is, if promises are kept and money is

One day last winter, while the Democratic committee of the lower house of the General Assembly was in the throes of despair in trying to fix the charter bill to suit the boys, one of the leaders of the gang was in the Senate cloak-room. He was bewailing the pressure of reform that he swore would destroy the Democratic party. "Just look at it," he said. "These fellows who are too good in politics to be left alone because some one might come along and reb them of their reputation attempted to run the campaign without Coy's assistance. They did not want anything to do with a man who went to the penitentiary his mouth closed so not to compromise some of those who are shouting reform. In the first week of the campaign they got along very well, but there came a time when money had to be used. The boys needed it, they weeded it badly and demanded it loudly. It was then these fellows who want to make a heaven of office-holding for themselves sent for Coy. They told him they wanted money and did not know how to get it. They had tried, but the dollars came in so slow that for days the correction fund was a that for days the corruption fund was a

thousand or two, and often more, dollars behind. Simeon, the good Democrat that he is, forget the slights that had been put on him and collected many thousand dollars. About \$50,000 in all was expended by the committee after Coy took charge of the bureau of collections. Most of it came out of corporations. lections. Most of it came out of corporations that expected benefits from the city government. Now here are these d—n fools fixing a charter to kill the goose that lays the golden egg." From this it will be readily understood why the truly good Sullivan formed a partnership with tally-sheet forger Coy to gerrymander the council-manic districts. With Coy and Holt to help him there is no danger of any one disputing with Sullivan the Democratic nom-

The local Democrats take time now and then, in talking about city politics, to canvass the possibilities of their State ticket next year. And out of that crops not unfrequently the idea that they would rather have some other person than Gray enter the national ring of candidates. Gray's candidacy for second or first place on their national ticket is not supported with any enthusiasm, and whenever it is mentioned it is always with a twist of the lips and peculiar movement of the eye, that mean a great deal. But Gray is to be indorsed, and, of course, with all the hilarity and noise common to Democratic conventions. As to Governor, however, there is a way to trouble. Bynum is being gently pushed forward, while Court Matson's friends are making their arms sore in holding him back from beginning his campaign right away. Un-mindful of the agreement made with W. R.

Myers in 1888, Matson and his advocates are giving the Anderson statesman the cold shoulder. If he would accept the lieutenant-governorship then, it was agreed that Matson should keep out of his way for Governor in 1892. It is presumed, though, that Bynum's posing for the speakership of the next Congress means a successful canvass for the gubernatorial nomination next year. This belief is strengthened by the energy with which Bynum's friends discount Matson's chances and the scorn with which the latter speak of the great grass burner's probabilities. "Bynum, I think," said a Democrat yesterday, "will be our candidate for Governor. There is a strong undercurrent for him.

"Where is Matson?" asked the reporter. "Matson can't be nominated, and if he could be would not be elected. Matson is not in it." "Matson will be nominated for Governor, and don't you forget it," said an ardent advocate of that gentleman.

"Where is Bynum?" "Bynum is not in it."

Counterfeiters of Small Coin. W. J. Boyd and Richard J. Forest, claiming to be agents for an electrical-supply

house here, and arrested at Terre Hante for passing counterfeit coin at Brazil, had in the first-named city, yesterday, a preliminary trial before a United States commissioner. Forrest was bound over to the federal grand jury, and Boyd was held as a witness. Forest is an expert in mechanics, his father holding a high position in the Baldwin locomotive-works. Forest says that he had a burning desire to see a gang of counterfeiters at work in their stronghold, and thus got into making coin.
This desire was undoubtedly born from his reading the "Old Sleuth" stories.
Boyd says he and Forest made their coin in a little grove north of Fairview Park, and that he in the meantime put up electric bells and burglar alarms in a pum-

Terre Hante, \$75 worth of finely-polished high-grade steel machinist's tools were found along with the counterfeiting layout.

DAILY WEATHER BULLETIN.

Local Forecasts. For Indianapolis and Vicinity-For the twenty-four hours ending 8 P. M., June 26 1891-Warm; fair weather; nearly stationary temperature.

GENERAL INDICATIONS. WASHINGTON, June 25 .- Forecast till 8 P.

M. Friday. For Indiana and Illinois-Fair; stationary temperature; southwesterly winds.

For Ohio-Fair; warmer; southerly winds. Observations at Indianapolis.

INDIANAPOLIS, June 25. Time, | Bar. | Ther. | R. H. | Wind. | Weather. | Pre. 7 A. M. 30.10 74 58 S'east Cloudless 0.00 7 P. M. 30.02 86 37 South P.Cloudy 0.00 Maximum temperature, 93; minimum temper-Following is a comparative statement of the temperature and precipitation on June 25:

General Weather Conditions.

THURSDAY, June 25, 8 P. M. PRESSURE-The high area stationary over Lake Erie, having been joined by another high area coming southeastward from the extreme Northwest, formed a large area, central, with 30.82, over northern Minnesota. It extends southeastward to Florida. From the Rocky mountains westward the pressure is low.

TEMPERATURE-Ninety degrees is reported in Texas: 80° and above from Kansas, southern Minnesota, Iowa, Illinois, Indiana, Ohio and Pennsylvania southward; 70° and above from Dakota, northern Minnesota, Wisconsin and Michigan southward. PRECIPITATION-Light local rains fell in the Missouri valley, Indian Territory, Col-orado, New Mexico, Montana and British

PENSIONS FOR VETERANS.

Besidents of Indiana and Illinois Whose Claims Have Been Allowed. Pensions have been granted the following-

Pensions have been granted the followingnamed Indianians:

Original—August Einspahr, Heaman B. Worden, Henry B. Bolmer, Harry Flagg, Benjamin
F. Stewart, John J. Walker, Andrew J. Byram,
Charles Baker, Frank Pratt, John L. Stevick,
John T. Ciark, Isaac Flummer, Andrew T. Thomas, James H. Owings, Johnston Zolman, Thomas
Paul, Israel Christy, Samuel Thompson, Wm. L.
Wilson, Geo. W. Wilbur, Henry B. Tonnemacher,
Winfield Scott Wilhite, Decatur Whiting, John R.
Daugherty, Charles R. Berry, Cinera Ryman,
Samuel B. Stout, Ira Clay, John W. Sylvester,
Wm. B. Powell.

Additional—Calvin Harrison, Henry Schunk,
Alfred F. Church, Samuel Maurer, Joseph L.
Ashley, John B. Turner.

Increase—Wm. R. Brooks, David Rowlett, Wm.
Miller, Barclay R. Johnson, Thomas J. Evans,
Martin Langley, John S. Handy, Samuel F. Wiltshire, James Berham, Benjamin F. Huff, Hugh
F. Burton, Solomon Fishel, William Clanin, Elijah McGinnis, John H. Eversole, Anthony Rutherford, Amos I. Davis, John Schmalz, Eleazer S.
Spencer, David J. Griffith, James N. Reder, John
W. Lang, Christopher Apple, J. Watson, J. H.
Piercy, Anderson Ward, Andrew J. Higdon,
Henry Long, Bedford B. Baldwin, Hughey Curtis, Eli Gapen, Gerard Koch, John Epple, Luther
Mullory, David A. Ingle, Jonsthan Poselwait,
Peter Brewer, George Schwartz, Wm. T. Head,
Thomas Booker, Lorenzo Vidito, Wm. Hurt,
Frank Fassold, Eli Dougherty, Jacob Seigler,
John Kutzdendo, Vanransler C. Wisner, Isaiah
Grimes, John Awkerman.
Reissue—Jefferson Day.
Reissue and Increase—Joseph W. Halm.
Original Widows, etc.—Mary E. Herndon, Elizabeth English, Margaret J. Reynolds, Elizabeth
E. Grimes, Nora Mellor, Nathaniel Jones, father.

TO RESIDENTS OF ILLINOIS.

TO RESIDENTS OF ILLINOIS.

Original—Newton J. Odell, John J. Brom, Robert J. Brown, John P. Charbonnier, Ferdinand Sohmitz, William H. Petty, David P. Worrell, De Witt Stearn, Henry C. Fisher, John Baggs, Stephen Branch, William Naughton, Abram T. Bhurts, William H. Wing, William Barron, Jeremiah Wilson, John Finstra, Jesse Percil, John Y. Rasley, Oliver A. Shirley, Benjamin Smith, Madison Frazier, Jacob S. Phenneger, Thomas Doyle, Lawrence O'Neil, Walter Belless, William Eaton, Finley Pool, William M. Greenwell.

Additional—Jonathan Ward, Thomas Plennon, Restoration—Henry Shultz, John O. Drake, Increase—Robert W. Utley, Matthew J. Hammond, Hugh H. Fry, Willis S. Barger, Lucius W. Atherton, Thomas W. Clark, Thomas Bossom, Peter Menday, Granville B. McDonald, Henry C. Haynes, Frank Renken, Albert Gasaway, Wm. Brown, Robert L. McKinley, Henry Aubel, John Everding, James W. Covington, John P. Adams, Andrew Albert Cremeens, Thomas Calvin, Daniel Kettle.

Reissue-Benjamin R. Logan, Henry H. Mann Original Widows-Martha Lakin, Sarah E Howard, Martha J. Rogger, Julia Luttrell.

AN INDIAN MEMORIAL Chief Cabazon Related to President Harri-

son a Tale of His Wrongs.

Brooklyn Standard-Union. Among the many striking episodes of President Harrison's trip across the continent and return none were more interesting than the incident at Indio, down in the heart of the Colorado desert, where a small body of Indians waited upon the President.

They were under the charge of the old Chief Cabazon, who is a good specimen of the hale old age that may be reached in that climate, for he has turned one hundred, yet is still stalwart and active. Cabazon is a patriarchal Indian, with a white mustache and goatee, and a particularly aristocratic appearance. One of his head men is Captain Jim, an exceedingly intelligent Indian, who speaks English and Spanish fluently and is a good farmer. He has a fine crop of corn, muskmelons, beans and other vegetables growing along the irrigated ditch near Indio, the owner of the ditch allowing him this privilege, in return for which Captain Jim and his Indians ir-rigate land for the ditch-owner. Cabazon's special grievance is the treatment which he and his band have received from several of the Indian commissioners. One of these commissioners keeps a museum of Indian curios in Pasadena, and his whole object in writing the different Indian tribes appears to be to secure objects for his shop. He actually begs baskets of the Indians, lace and carved woodwork. These articles the Indians give readily to any one in authority, but they object strenuously to the wife of the commissioner, who boldly invades their wickenps and takes snap-shot pictures of their squaws and papooses. These Indians fear the camera, and it is very difficult to get them to face it. as they think it has an evil influence. Yet this woman, despite her knowledge of their prejudice, continues to violate their feelings. Cabazon gave the President a me-

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morial setting forth their grievances, and asking that they be given a chance to do

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Men's fine French Sateen and Cheviot Outing Shirts, regular price \$1.50; our price

A bargain lot of Men's Oxidized Cuff Buttons 25c a pair. Men's fine White Lawn Puff Scarfs, 50c quality, 25c

Men's White Lawn Strap Bows 5, 10 and 15c each.

A special lot of Men's English made Cotton Half-Hose, in tans and modes, with white feet, actually worth 38c a pair, sizes 9½ and 10 only, 15c a

A dozen kinds of Men's thin Summer Coats all at one price 50c each.

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